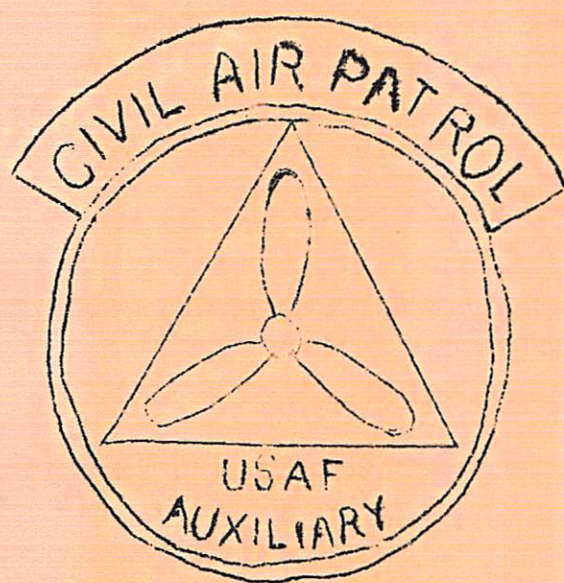


CORNHUSKER

CAP      NEWS



DEC. 1953





# Season's Greetings

TO: EVERY CAP MEMBER.

Your Nebraska CAP Wing Staff  
wishes you a

"Merry Christmas and a  
Happy New Year."

Your efforts this past year to  
promote the cause of CAP has been  
appreciated. Many difficulties  
have been met and overcome.

1954 promises to be the biggest and best in Civil Air Patrol  
history. With more members and an expanded program for both  
Seniors and Cadets, many towns are asking for Civil Air Patrol.

However, it can only be as good as the strength and leadership  
of its squadrons.

Your Wing Staff promises to aid and assist your unit and the  
state wide CAP program in every way possible.

We seek your cooperation in maintaining a good program and a  
full quota of members.

How about giving yourself a Christmas present NOW, by  
sending in your 1954 membership renewal?

Merry Christmas to each and everyone.

Col. Earle C. Reynolds and Staff.  
Nebraska Wing, Civil Air Patrol.



### ROSTER OF NEBR. WING STAFF

Wing Commander...Col. Earle C. Reynolds;  
Box 725, Omaha, Nebraska.

Ex. Officer.....Jack Stavneak, Lt.Col.

Pub. Inf.Off.. Lt. Janet Yos,  
Lincoln, Nebraska.

Chaplain...Lt.Col. Raymond Wageman,  
Steinauer, Nebraska.

Air Inspector...Lt. Robert Dixon.

Adjutant.....Capt. Clara Krueger.

Legal Officer..Maj. Milton R. Frohm.

Coord. of Women..Maj. Janie W. Bay.

Asst. Coord.....Maj. Laura Russell.

Coord. Civil Defense.Capt. F. C. Sneller.  
Hastings, Nebr.

Dir. Communications..Maj. Vern Fuller.

Asst. Com. Off..Capt. L.G. Troth.

Asst. Dir. Personnel. Lt. Rob. L. Hill.

Comptroller.. Lt.Col. Eugene Carrigan.

Finance Off...Pete Carlentini, Capt.

Asst. PIO.....Richard Coffey.

Dir. Transp.....Maj. Wendell Geroge.

Dir. Cadets....Lt.Col. Roy Highfield.

Cadet Act..Kenneth Christenson.

Cadet Rec....Lt. Roland Roifschneider.

Dir. Operations..Lt. Rob. Clausen.

Asst. Dir. Oper..Lt. Victor Cross.

Dir. Trng. & Educ..Maj. Glen Pickrel.

Adm. Inspector...Capt. Irwin Walker.

Dir. of Supply..Maj. Guy Swanson.

Asst. Dir. Sply.. Capt. Louis A. Cutler.

Asst. Sply. Records. Lt. E.B. Moshier.

Asst. PIO....Capt. Thos. Pickering.

\* \* \* \* \*

We regret to announce the death of  
Maj. A. D. Cloyd, Wing Medical Officer,  
who has served Civil Air Patrol from  
its inception.

### LIAISON PERSONNEL

Liaison Officer.....Maj. Kenneth D. Critchfield.

M/Sgt. Stanley W. Anderson, Liaison Assistant

T/Sgt. Ray L. Dudley, Aircraft Maintenance Technician.

Miss Cheryl E. Dietz, Secretary.

### NEW CAP EMBLEM.

The new CAP Service Cap Emblem can now  
be obtained from GEMSCO or other supply  
sources. Small size is manufactured for  
female members.

### NORTH PLATTE DANCE.

We understand a post Christmas Dance  
is being planned by the North Platte  
Cadets for Sat. Eve. Dec. 26th and  
they invite all units to attend.



### MEMBERSHIP FOR 1954.

You are an aviation minded individual or you would never have joined CAP.

Today, despite the fact that the aeronautical science is at perhaps its most spectacular state, aviation careers may have lost the interest in American youth.

YOU as a CAP member can do a lot to help arouse an interest in American youth in Aviation careers.

YOU can help orient our cadets and the youth of your community in the place of modern aircraft in our society today. You can help recapture the interest of American youth in the modern breathtaking industry and bring them to a better understanding of the impact of aviation on the social, economic and scientific fabric of their world.

### DEADLINE JAN 15, 1954.

RENEW YOUR MEMBERSHIP NOW. We want to reach our goal of 531 members for 1954 by Jan. 15th, 1954.

Our CAP men are the minute men of our nation who take to the air on short notice or use their ground forces, providing radio and many types of equipment for community need without charge.

We are proud of the fact that we are members of CAP. It is one organization that challenges our every effort, our loyalties to our country and community and affords an opportunity to expand our own flying proficiency, making us feel we have a part in the century's greatest achievement.

Sure it costs time and effort and money. It wouldn't be worth anything if it didn't.

The fee is less than your NAA dues, no more than your American Legion or VFW dues, much less than your Lion's club, Rotary or Kiwanis. Less than any amount you give to Red Cross, Polio or Community Chest. Just \$5.00 per year or 42¢ per month.

(cont'd from 1st col.)

Today we are fighting for America and the kind of Freedom few people in the world today enjoy. We spend dollars every day for ourselves, our pleasures, for our communities, but what will it profit us if we build a community grand and glorious, the envy of all our neighbors, and lose America and American freedom.

We need your help to put on a bigger and better program for CAP in Nebraska in 1954. Renew your membership NOW.

Earle C. Reynolds; Col. CAP  
Comdg. Nebr. Wing.

### SARCAP MEETING--DENVER COLO.

Several Wing representatives met at Lowry Field, Denver to confer on SARCAP methods and plans for next year. Major Critchfield represented the Nebraska Wing.

Some of things discussed were: Use of Georef method of search, method of alerting units, communication procedures, basic land rescue kits, discrepancies in recent SARCAPS.

It is time we are thinking about our next SARCAP in Nebraska and we are asking all squadrons that feel they can do a good job and want the SARCAP in their town to let us know. We have held SARCAPS at Scottsbluffs, Norfolk, Kearney, Grand Island, and Hastings in the past.

### NEBRASKA TEACHERS RECOGNIZED

Sunday eve. Dec. 13th, four Nebraska teachers who won awards in the "50th year of Powered Flight" contest were recognized by Wing Officials at a dinner in their honor in Omaha. Names of teachers chosen for their outstanding theses were:

Miss Leila E. Werner and Delwyn Lindholm of Grand Island, Nebr. and Kenneth C. Christiansen and Darrell M. Woods of Omaha Westside School. Memberships in Civil Air Patrol were presented each teacher.



## CIVIL DEFENSE.

To all Unit Commanders:

Having been recently appointed as Co-ordinator of Civil Defense, Nebr. Wing, CAP; it is my duty to carry on a workable Civil Defense program, for our organization. This program will be introduced shortly after the New Year begins.

This program will be successful and effective only in direct ratio with the support and cooperation it receives. We earnestly and sincerely solicit the wholehearted and enthusiastic support from you and your personnel.

We all like to belong to an organization that has an objective, that is going places and doing an important job. During World War II the Civil Air Patrol enjoyed a most unique reputation. Our organization is being called upon again to furnish man power for a herculean task, that of organizing a mobile support unit in event of disaster, natural or man-made.

The CAP is and must continue to be prepared to render valuable aid to civil defense and full advantage taken of its capabilities. In a major disaster beyond the capabilities of a community or state, we can be of service to our neighbors and to ourselves as well. Who knows when our own community, our own homes or our own loved ones may need that help and could, by virtue of a well rounded CAP-MSU, be the recipients of that help.

To the end that we might help others to help us, will the Civil Air Patrol Mobile Support Units be built.

As information reaches your desk we urge you to enter into the spirit of the program and give generously of your time to its support.

Floyd C. Sneller, O.D.  
Capt. CAP. Nebr. Wing  
227 No. Denver St.  
Hastings, Nebr.

## SQUADRON ITEMS.

### Hastings.

The Senior members meet at the Airport, where the program is conducted by a different Senior member each meeting night. Last week Major Stewart gave a very interesting lecture on Rocket Space ships. If your unit or one of your Service Clubs are looking for a good program, contact Major Stewart.

### Grand Island.

Major Charlesworth in getting a new unit started is doing a very good job. He had 22 at the last meeting. He and Monsignor Keating gave very interesting talks to the unit. They start their study Manual program this coming week. We are looking forward to having one of the best units in the state at Grand Island.



## OPERATION REDCAP - NEBRASKA

December 3, 1953.

After a call from Airforce Search & Rescue, notifying us that a Jet Plane had not reached its destination, a Nebraska Redcap was declared at 1500 hrs. on 12/3/53. At this time the call was put out to all Communication Centers, either by radio or by land line.

All pilots were alerted to leave as early as possible for our base of operation, Dec. 4th, at North Platte, Nebr. The search was for a F94 Jet supposedly lost in Colorado or Western Nebraska.

I would like to take this opportunity to thank all of the CAP personnel, the Liaison Officer and Liaison personnel, and those pilots and airplane owners who so unselfishly gave of their time and equipment for this emergency. The Kansas Wing sent 9 planes for a day of search and the Colorado Communications helped relay messages and information, and are due special mention here.

After six days of search and coverage of the western area of Nebraska, search was called off. We regret the airplane was not found, but in searching this large territory, we did learn a lot of things that will make our CAP in the state more efficient. For example—how to get our operation in service faster and the type of equipment needed most in certain localities in order to give complete coverage of state on communications.

I would like to make this suggestion to all CAP Squadron Commanders. Please make a list of all pilots and aircraft that can be in the air with short notice. In addition a list of pilots and aircraft that can follow later should they be needed. For a good operation, it is necessary to have fast action when the emergency arises.

Again I wish to express my appreciation to CAP pilots, observers, communications personnel, the liaison office and their staff for the fine job they did. Also want to wish all the units and their members a very MERRY CHRISTMAS and a HAPPY NEW YEAR.

Lt. Robert D. Clausen,  
Operations Officer, Nebr. Wing.

### NOTICE TO ALL SQUADRON COMMANDERS.

This is an attempt to revive the edition of the Nebraska Cornhusker News, which was edited for years by Sgt. Cryderman and Wing Staff members. By the way, we received a fine Christmas message from the Sergeant and he wishes all his old friends the best of Season Greetings.

We want to put in all the news we can about the local units, so start sending in at once, all the activities of your unit and any activities planned. If you have any suggestions for the improvement of our work in the Nebraska Wing, let us have those also. Mail to Box 725, Omaha, Nebr. We want every unit to have some item in our next edition.



REPORT OF REDCAP BY CAPT. TROTH

To: Col. Reynolds:

From: Capt. L. Troth.

Subject: Personnel assisting in REDCAP Communications, Nebraska.

Capt. Todd handled the Operations at Mitchell and reported hourly thru Wigwam 16. He also alerted Capt. Poppert at SCOTTSBLUFFS and made several auto trips between the two locations to coordinate activities. Capt. Poppert reported thru Buffalo 18 mobile.

At IMPERIAL, Lt. Karnes alerted the squadron and kept operations advised of all movements via Wigwam 31. At ALLIANCE, Lt. Ale reported for one day thru Buffalo 24. At O'NEILL, Mr. Gordon Harper, a licensed radio operator and manager of the airport, gave his time for the full duration of the REDCAP, as relay at Wigwam 22. Without his assistance there would have been very little communications. His application is being processed and he will be a very welcome member to the Nebraska CAP Communications net. He was formerly a member in Iowa.

At LINCOLN, Lt. Fritz kept Wigwam 21 in operation the first four days as relay and contact with Lincoln. Capt. Green operated Wigwam 11 about two days as contact with the Lincoln Squadron.

At NORTH PLATTE, Capt. McAllister of Lincoln was flown there, where he set up and operated Wigwam 1, as Operations hqtrs. communications. When it was necessary for him to return to his employment, he was replaced by Major Guy Swanson, Wing Supply Officer and W/O Hoefkner of Omaha.

At SOUTH OMAHA, Lt. Phelps operated Buffalo 1 at the airport, and relayed aircraft departure and arrivals. At OMAHA, W/O Acamo and W/O Berghahn operated VPQAY the last two days of the search as alternate Net control.

At BELLEVUE, W/O Acamo and Cadet John Troth gave a lot of assistance in operating control station Wigwam 27 (OMAHA, Capt. Benak Wigwam 20 also assisted one day with relay). OMAHA GENERAL Area, Capt. Cutler with Buffalo 2 and Cadet Kuklin with Buffalo 17 handled departure and arrival information from the various Omaha and Council Bluffs airports.

Airborn Meadowlark 3 and Meadowlark 4 flew in the search for the lost aircraft.

KANSAS VPQ AN2 and Jayhawk Post 41 stood by 100% of the time as relay whenever we requested any help from them. They also assisted in coordination between the Kansas aircraft, which took part in the search, and our operations.

While there was not nearly enough equipment available for the job, I feel that all of the communication personnel who assisted, did a very good job. Everyone gained a lot of experience. There are apparently a number of Nebr. stations licensed who are not in operation, and a number of stations who should be licensed and put into operation. There are a total of 34 fixed stations and 30 mobile stations licensed. It was interesting to note that the most of the stations who did assist in the emergency, are those who are quite regular on net drill periods.

Major Vern Fuller, Wing Communications Officer, stood by to make any emergency repairs to transmitters that might have been needed.

Capt. L. G. Troth, Asst Comm. Officer.



MESSAGE FROM TRANSPORTATION OFFICER.

Maj. Wendell W. George.

The CAP Squadron being the basic operating unit of Civil Air Patrol, must be a complete and self sufficient operating unit, ready to meet any emergency with all necessary equipment and specialist personnel.

The Squadron Transportation Officers, should "Be ready to meet any emergency".

Look at the Organization chart and set up your Transportation staff now. Also consult your 20-1 for their duties. It is suggested that each Squadron activate the Office of Transportation as soon as possible.

You should then prepare a roster of all available mobile equipment which may be depended on in an emergency. The roster should contain two and perhaps three categories of equipment. 1 CAP on loan. 2. Privately owned passenger cars, and trucks. 3. Other available mobile equipment such as compressors, generators, etc.

Copy of above mentioned roster giving complete description and condition of all mobile equipment with name, address and phone number of owner, should be forwarded to this headquarters, attention Wing Transportation Officer.

Maj. Wendell W. George.

PUT HOURS ON YOUR ON-LOAN AIRCRAFT.

SEND IN YOUR MEMBERSHIP NOW.

A suggested address to be given at Service Clubs, Kiwanis, Rotary, Lions, etc. is in the making. If you desire a copy, write the Wing Commander, Box 725, Omaha.

Have you stopped to evaluate the efficiency of your Wing, in relation to its possibilities, as to number of members, program, promoting the aviation program, cadets, or your value to the community as an emergency unit? If not, take stock and outline a plan, and start doing something about the plan. Let's bring our Squadrons to top efficiency. CIVIL AIR PATROL IS NO BETTER THAN ITS LOCAL UNIT.